Public Meeting

South Lakefront Corridor Transit Study

City of Chicago Department of Transportation & Department of Housing and Economic Development

Funded by Regional Transportation Authority

September 12, 2011

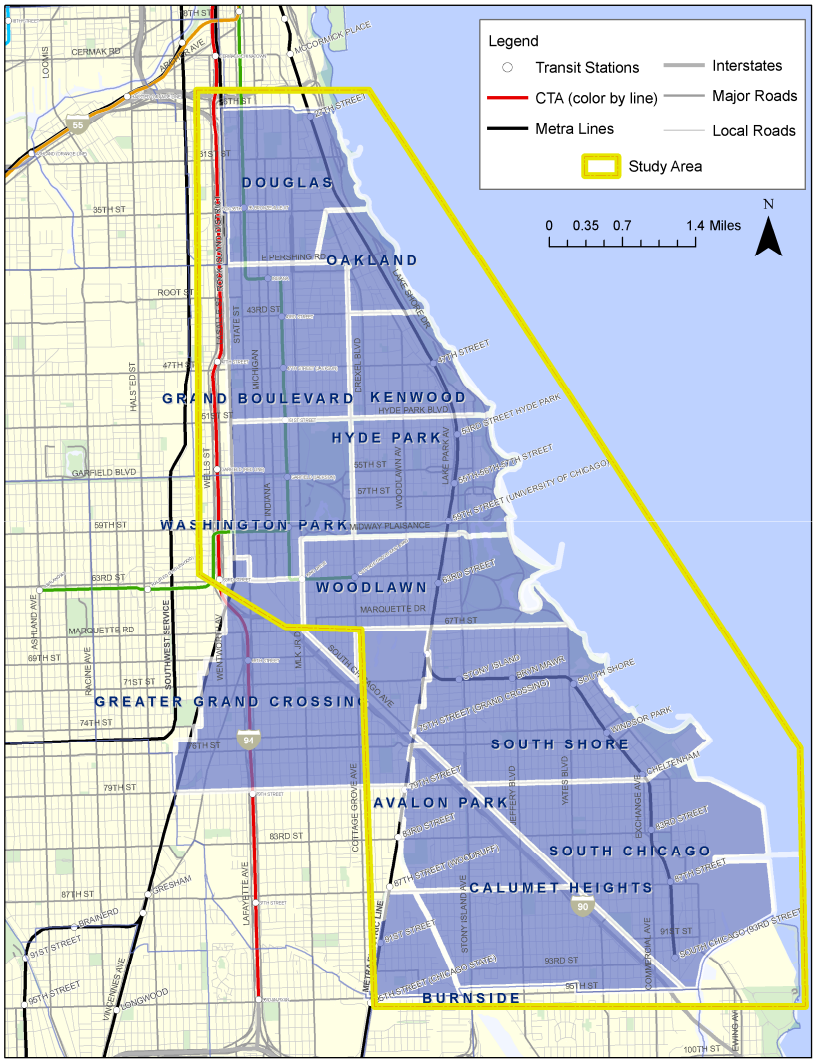
In partnership with

Presentation Agenda

- Review of Study Goals and Objectives
- Public Involvement to Date
- Screening of Ideas
- Development of Potential Projects
- Examples for Further Analysis
- Questions and Comments

Study Goals and Study Area

- Goals
  - Enhanced mobility/ access to jobs and services
  - Promote economic vitality of communities in the study area
- Desired outcome
  - Consensus on reasonable options for subsequent study
- Timeframe for study
  - Completion early 2012



Study Tasks and Status

Task	Complete	Ongoing
Conduct demographic and travel market analysis	X	
Conduct inventory of transportation services and infrastructure	X	
Review prior studies, plans and proposals	X	
Analyze existing conditions and identify issue areas	X	
Conduct public meetings, community stakeholder interviews and other public outreach		X
Identify and define opportunities for improvement	X	
Develop and evaluate transit investment and policy alternatives		X

Public Involvement

- Public Advisory Committee
  - » Provides advisory services throughout the study
  - » Shapes and informs the final plan recommendations
  - » Acts as a liaison to community stakeholders
- Public Open House Meetings
- Community Stakeholder Meetings
  - » Aldermen
  - » Community Leaders/Residents
  - » Institutions
  - » Developers & Businesses
- Information Sharing
  - » Fact Sheet
  - » Website
  - » Dedicated Email Address:

  southlakefront@cityofchicago.org

Issues Identified by Community Stakeholders

- Safety/Security Concerns
- Lengthy Travel Times
- Key Linkages Other Than the Loop
- Customer Comfort
- Frequency of Service
- Seamless Travel
- Knowledge of Services
- Economically Viable Neighborhoods

Ideas Screening Process

- Assembled, defined, and organized ideas
- Identified potential timeframe for each idea
  - » Short-Medium = Less than 5 years
  - » Medium = 5-10 years
  - » Long = 10+ years
  - » All depending on funding availability
- Conducted an assessment of each idea across multiple screening criteria
- Grouped best ideas into Potential Project packages for further study
- Majority of ideas retained

Types of Improvements Suggested

- Improved frequency and longer service hours
- Better customer information
- More seamless fares and payment
- Repairs to eliminate CTA rail slow zones
- Enhancement of existing rail stations and station areas
- New or restored local and express bus routes
- New streetcar or bus rapid transit corridors
- New rail stations and extensions of CTA rail service
- Conversion of in-city Metra Electric District service to a CTA-type of service

Possible Improvements: Short-Medium Term

South Lakefront Corridor Transit Study Possible Improvements	Capital Cost	Operating Cost	Included in a Potential Project
1. Improve frequency of existing services			
o Off Peak and Peak at Metra Main Line In-City Stations (primarily using existing trains)			YES
o Off Peak Metra on South Chicago Branch			YES
o Bus routes that are overcrowded			CTA planners to address
o East-west bus routes			CTA planners to address
o Express bus routes			CTA planners to address
2. Longer service hours including more nighttime and weekend service to address non-traditional work hours and non-work travel needs			CTA planners to address
4. Marketing and user information improvements			
o Promote Bus Tracker, Train Tracker and GoRoo			YES
o Create local Metra route and schedule			YES
o Advertise any route and fare changes			YES
o Bus shelters with real time information displays			YES
8. Local bus circulators, shuttles and other bus routes			
o Hyde Park/Washington Park/Oakland			YES
o Establish bus route on 83rd			YES
o Establish bus route on 31st			YES
9. Express or limited stop bus routes to other destination areas			
o Stony Island/Cottage Grove/39th			YES
o To Midway (i.e., old X55)			YES
o To West Loop (i.e., old X28)			YES

Capital Cost: Green = Less than $10M, Yellow = $10-$100M, Red = More than $100M

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Possible Improvements: Medium Term

South Lakefront Corridor Transit Study Possible Improvements	Capital Cost	Operating Cost	Included in a Potential Project
3. Fare policy and fare media improvements			
o Special Metra-CTA arrangements for inter-service board transfers in study area (e.g., 10-ride Link-up type ticket)		rev loss	YES
5. Rail station enhancements and associated pedestrian/bike/auto access, wayfinding ,lighting, and security improvements			
o Metra Electric District (MED) Main Line stations (59th, 63rd, 75th, 79th, 83rd, 87th, 91st, 95th)			YES
o MED Main Line – new 60th Street entrance for 59th Street Station			YES
o CTA Stations (e.g., Red Line - 55th, 87th; Green Line – Indiana, 43rd, 47th, 51st, Garfield, Cottage Grove)			YES
6. New rail stations on existing rail lines			
o MED 35-37th			YES
o Green Line station in the 20s			YES
7. Red and Green Line track and structure repairs to eliminate slow zones			YES
8. Local bus circulators, shuttles and other bus routes			
o Extend existing bus routes to Lakeside			YES
10. New BRT service and Enhanced bus corridors			
o North South			
- Cottage Grove			YES
- Stony Island			YES
- King Drive			YES
- South Lake Shore Drive			YES
o East West (Garfield Boulevard and/or 79th Street)			YES

Capital Cost: Green = Less than $10M, Yellow = $10-$100M, Red = More than $100M

Possible Improvements: Long Term

South Lakefront Corridor Transit Study Possible Improvements	Capital Cost	Operating Cost	Included in a Potential Project
11. New Streetcar Lines			
o North South			
- Cottage Grove (northern) or Drexel to Loop			YES
- King Drive (northern) to Loop			YES
- Stony Island extension of above streetcar routes			YES
o East West			
- 35th			YES
- 55th/Garfield			YES
12. Extension of Green Line to Dorchester Ave. and Metra Electric District			YES
13. Metra Electric District (MED) Conversion			
o Gray Line proposal for all urban Metra Electric District stations			YES
o Gold Line proposal for South Chicago Branch to downtown only			YES
o MED South Chicago Conversion to LRT Integrated with E-W LRT in Loop to Union Station			YES
o MED Conversion to CTA Rapid Transit via MED ROW or Green Line			NO

Capital Cost: Green = Less than $10M, Yellow = $10-$100M, Red = More than $100M

Projects Already Moving Forward

- Projects Underway
  - » Jeffery Bus Rapid Transit
  - » Bus shelter real-time arrival information
  - » Metra Electric District 59th and 63rd Street station renovations including ADA accessibility
- In Planning Process
  - » Red Line Extension (Recommended as priority in "Go To 2040" the Chicago region's transportation plan)
- Transit agencies continually pursue Federal funding for major projects to enhance service and ridership

Potential Projects Reflect Different Themes

- #1: Improvements to Existing CTA Bus Network
- #2: Improvements to Existing CTA Rail Network
- #3: New Express Bus, Bus Rapid Transit (BRT) or Streetcar Lines along North-South Corridor Between Existing Rail Lines
- #4: New East-West Corridor Service (BRT or Limited-Stop Enhanced Bus)
- #5: Changes to Metra Electric District Rail Service

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Potential Project 1: Improvements to CTA Bus Network

- Examples
  - » New crosstown bus route on 83rd Street
  - » Restore King Drive express bus service or other service improvement on CTA Route 3

- Other Ideas
  - » South Lake Shore Drive Bus Priority
  - » Shelters and real time bus arrival information
  - » Restore crosstown bus route on 31st Street

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Example
New Bus Route on 83rd Street

- Background:
  - » Community stakeholders identified need for an 83rd Street route
- Definition:
  - » Typical CTA bus route
  - » From South Shore to Stewart Ave. (Wal-Mart)
  - » Deviation to Red Line Station at 87th Street
  - » Quarter-mile stop spacing
  - » Service span: 6am to 10pm*
  - » 15 minute headways*

*to be adjusted as warranted by demand

Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

Example
Enhanced Bus Service on King Drive

- Background:
  - » X3 Express peak period limited-stop bus service cut in 2010
- Definition:
  - » Current Route 3 alignment
  - » Express zone between Garfield & Roosevelt with stops every one-half mile
  - » Supplemental local service to 63rd Street

Potential Project 2: Improvements to CTA Rail Network

- Example
  - » Rail station enhancements
- Other Ideas
  - » Track and structure improvements to eliminate slow zones
  - » Green Line extension to Dorchester
  - » New CTA Green Line station at 26th/27th

Example
Rail Station Enhancements

- Background:
  - » Source: Community comments (Public Advisory Committee and Public) on station conditions
  - » Rationale/Purpose: Improve stations to:
    - Enhance rider experience
    - Potentially improve ridership
    - Support Transit Oriented Development (TOD)
- Definition:
  - » CTA Rail Stations (Green and Red Line) in study area
  - » Maintenance and repair of current station features (basics) and amenities (extras)
  - » Introduction of additional information and amenities

Potential Project 3: North/South BRT and Streetcar

- Examples
  - » Cottage Grove Streetcar
  - » Cottage Grove BRT
- Other Ideas
  - » Cottage Grove/Stony Island/Pershing express bus (short term option)

Example
Cottage Grove Streetcar

- Background:
  - » Rationale/Purpose
    - Dense residential community without convenient rail access
    - High development potential
    - Better access to top two employment concentrations (Loop, University)
    - Objectives: Customer comfort, Frequency, Seamless travel, Economically viable neighborhoods
  - » Source of Idea
    - Prior proposal
    - National best practice

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Example
Cottage Grove Streetcar

- Operations
  - » 10 minute peak
  - » 15-20 minute off-peak
- Infrastructure
  - » Potential for exclusive lanes in a street median to increase operating speed
  - » Potential future extensions southward

Example
Cottage Grove BRT

- Background:
  - » Rationale: Improved transit travel time and reliability
- Definition:
  - » 95th to Loop
  - » Dedicated lanes on Cottage Grove
  - » Traffic signal priority
  - » Significant stations
  - » Half-mile spacing
  - » Off-board fare collection
  - » Low-floor buses
  - » Service span: 14-16 hrs/day
  - » Headways:
    - 10 min. peak
    - 15 min. off-peak

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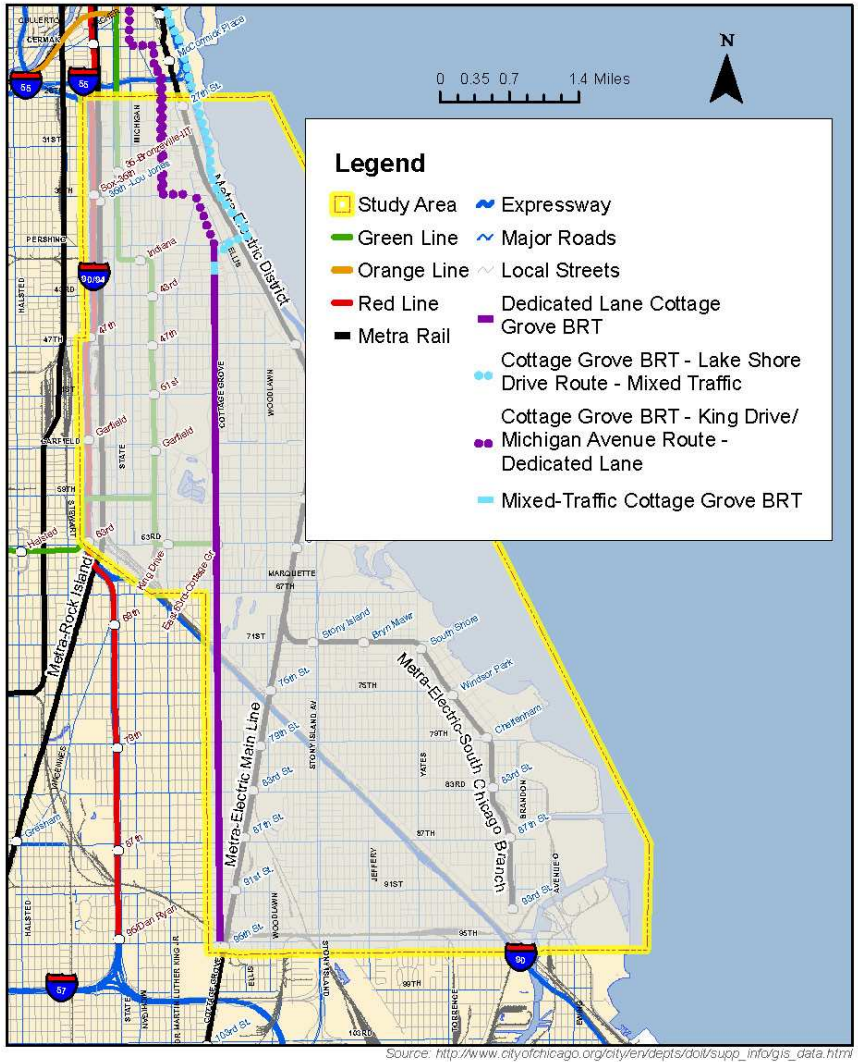
Example
Cottage Grove BRT



Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

- Route options from Pershing to the Loop
  - » Via Lake Shore Drive
  - » Via King Drive / Michigan Avenue

Potential Project 4: East/West Bus Rapid Transit/Enhanced Bus

- Examples
  - » 55th Bus Rapid Transit to Midway Airport
  - » 79th Enhanced Bus Corridor to Western Avenue
- Other Ideas
  - » 35th limited-stop enhanced bus from Cottage Grove/Lakefront to Illinois Medical District

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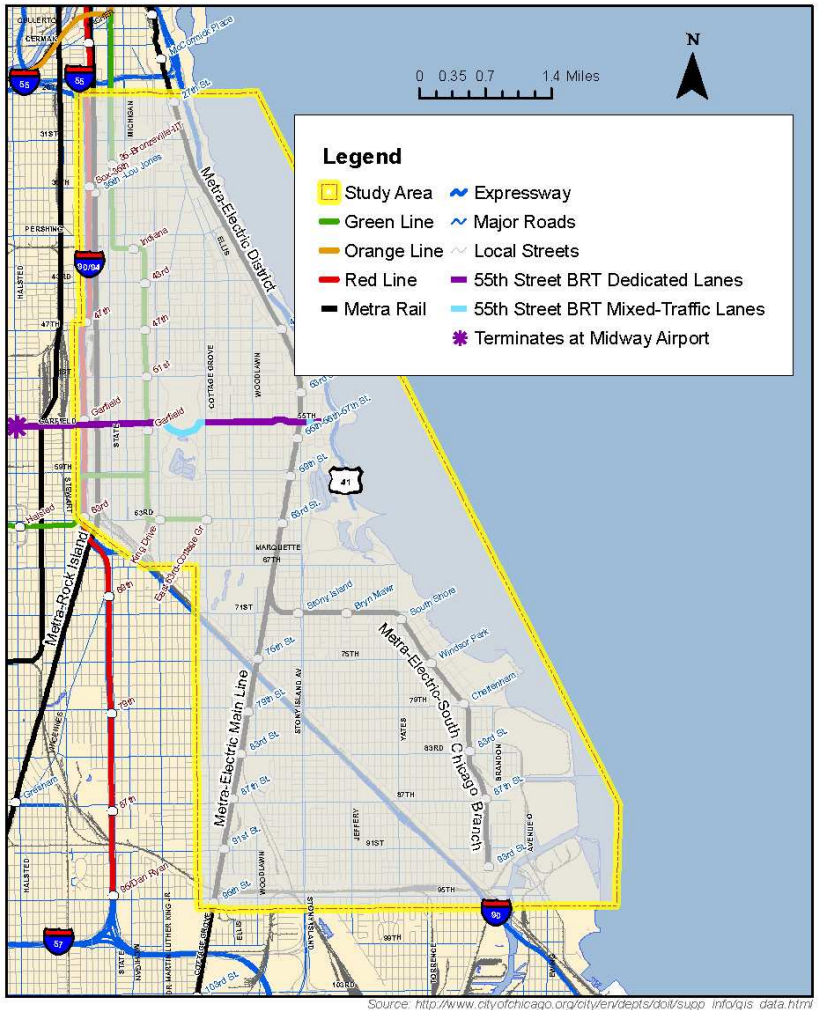
Example
Garfield/55th BRT

- Background:
  - » X55 Express peak period limited-stop service had been cut
  - » Rationale: Improved transit travel time and reliability

- Definition:
  - » Museum to Midway Airport
  - » Dedicated lanes, Signal priority
  - » Off-board fare collection
  - » Significant stations; Half-mile spacing
  - » Low-floor buses
  - » Service span: 14-16 hrs/day or initially peak only
  - » Headways: 10 min. peak, 15 min. off-peak



Example
79th Street Enhanced Bus

- Background:
  - » Local bus has slow travel speeds
  - » Rationale: Improved transit travel time and reliability

- Definition:
  - » South Shore Drive to Western Avenue; Local service to Ford City Mall
  - » Traffic signal priority
  - » Queue jumps at selected intersections
  - » Off-board fare collection
  - » Significant stations, Half-mile spacing
  - » Low-floor buses
  - » Service span: 14-16 hrs/day
  - » Headways: 10 min. peak, 15 min. off-peak

Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

Potential Project 5: Changes to Metra Electric District (MED) Rail

- Example
  - » Gold Line
- Other Ideas
  - » Fare integration between CTA and MED
  - » Gray Line
  - » Conversion of the South Chicago Branch to Light Rail

Example
South Chicago Branch: Gold Line

- Background
  - » Rationale / Purpose
    - Enhance transit options
      - ♦ Frequency
      - ♦ Connectivity/Fare Coordination
      - ♦ Coverage (35th Street)
    - Promote development / redevelopment
    - Objectives
      - ♦ Customer comfort
      - ♦ Seamless travel
      - ♦ Economically viable neighborhoods
  - » Source
    - Prior proposals
    - Community stakeholder ideas

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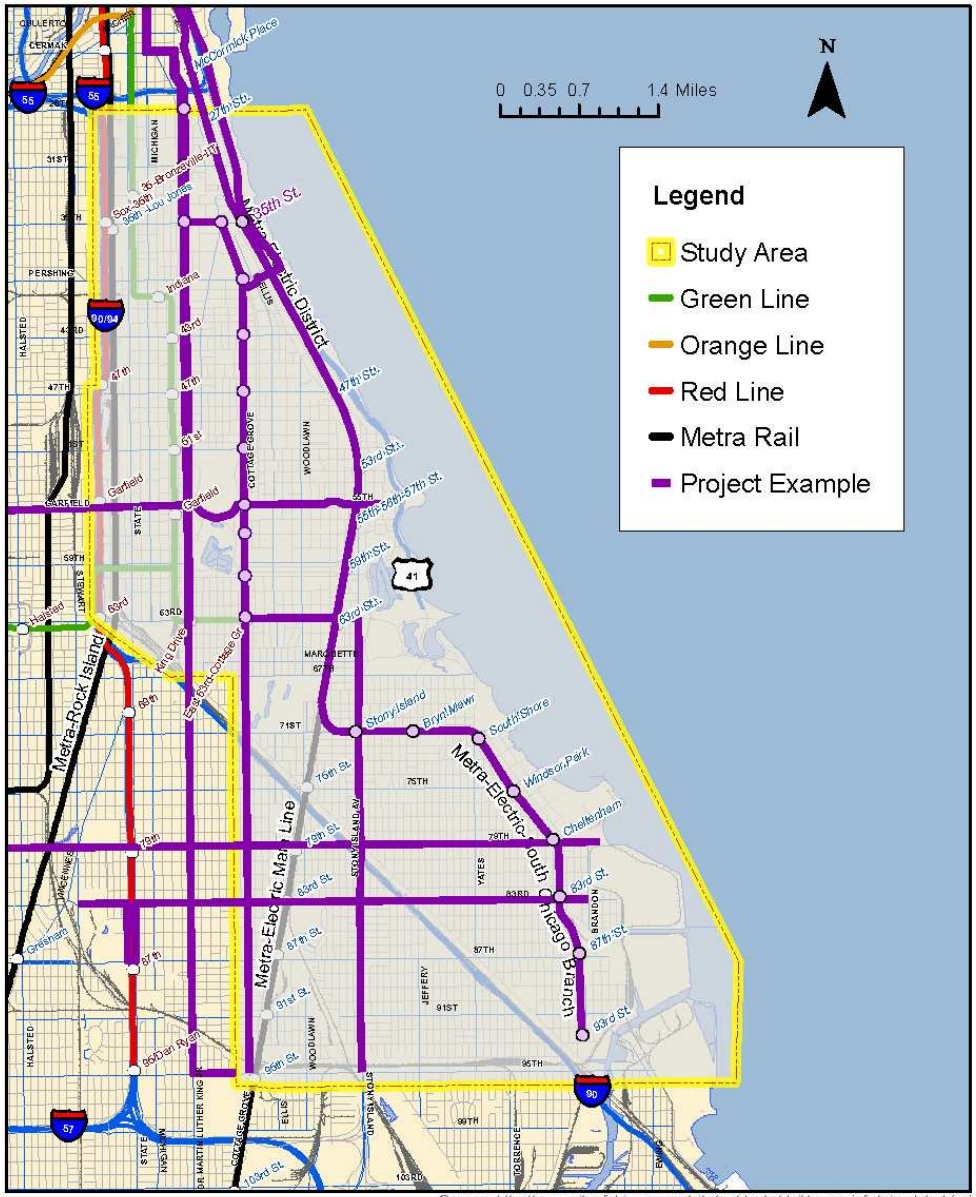
Example
South Chicago Branch: Gold Line

- Definition
  - » Headway
    - 10 minute peak
    - 15-20 minute off-peak
  - » New Station
    - 35th Street

Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

Map of Project Examples



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Next Steps

- Analysis
  - » Project Examples
    - Refine project definitions
    - Estimate costs
    - Estimate ridership and benefits
    - Identify key challenges
    - Assess potential for funding
    - Evaluate potential transit-oriented development opportunities
  - » Other Ideas
    - Descriptive information, rationale, challenges
- Review of Findings by:
  - Technical Advisory Committee
  - Public Advisory Committee
- Draft Recommendations
- Next Public Meeting: January